

ECONOMIC DEVELOPMENT COMMITTEE

DATE: December 13, 2006

CALLED TO ORDER: 5:04 p.m.

ADJOURNED: 7:13 p.m.

ATTENDANCE

ATTENDING MEMBERS

Jackie Nytes, Chair
Virginia Cain
Joanne Sanders
Patrice Abdullah
Marilyn Pfisterer

ABSENT MEMBERS

Lonnell Conley
Isaac Randolph

AGENDA

Nikki Longworth, Indianapolis City Market, Executive Director – Remodeling of City Market.

Super 70

Paul Whitmore, Hetrick Communications, Communications for INDOT – Impact on local businesses.

Larry Jones, Transportation Administrator, Department of Public Works – Traffic impact on local roads.

ECONOMIC DEVELOPMENT COMMITTEE

The Economic Development Committee of the City-County Council met on Wednesday, December 13, 2006. Chair Jackie Nytes called the meeting to order at 5:04 p.m. with the following members present: Patrice Abdullah, Virginia Cain, Marilyn Pfisterer, and Joanne Sanders. Isaac Randolph and Lonnell Conley were absent.

Indianapolis City Market Update

Nikki Longworth, Indianapolis City Market Executive Director and Lynn Molzan, Member of the Board of Directors and Chairman of the Building Committee, distributed a handout [Exhibit A] detailing the remodeling project. [Clerk's Note: Exhibit A is on file in the Council Office with the original minutes of this meeting.] Ms. Longworth stated that she appreciated the opportunity to present the information regarding the remodeling of City Market and that she appreciated the Council for appointing seven great board members.

In 2002, the Council approved funds from the Landmark Preservation Fund for needed capital improvements to the City Market. At that time, a five-year strategic plan was developed for an overall renewal of the City Market. The goals that were established included developing a business mix in consumer experience that would return the City Market to a profitable, full-time, food-based destination and public marketplace that would serve the needs of area residents, downtown workforce, and Indianapolis visitors. Another goal was to upgrade the City Market facilities for efficient business operations, best use of space, and enhanced customer experience. Before funds were spent on this project, the board wanted to make certain the improvements were consistent with the larger plan for renewal, were conducted with the least impact to existing tenants, and had sufficient funding for the range of improvements for renewal. Over the past two years, \$200,000 of public and private grants was spent on research and planning for the renewal project.

One year ago the architectural and engineering work began, and the bid documents will be available to the public on December 14, 2006. The Department of Parks will be managing the project through one of their construction managers, and they will be using the same bidding process for the work as the City of Indianapolis.

After Christmas, food tenants will be relocated from the historic City Market to temporary kitchen facilities in the wings of the market. Those businesses will be able to re-open in the temporary locations January 2, 2007. It is anticipated that businesses will only be closed for one day during this process. This process is similar to the very successful one used in the 1970's when the historic market house was renovated. The goal is to re-open a renovated historic market house on May 1, 2007 with our existing prepared food tenants and with new tenants that will offer fresh food and produce.

Mr. Molzan stated that there was a discussion about renovating the market in phases, but it was determined that it would be better to do the project all at once and very quickly. The renovation will include new lighting, flooring, paint, plumbing, and energy efficient HVAC systems, along with SBC wireless internet access, ventilation for cooking areas, and new design standards for merchandising. The new layout will place fresh produce in the center and prepared food on the perimeter.

Councillor Abdullah asked if Phase One is just one phase of the total operation or are there multiple phases in this project. Ms. Longworth stated that the first phase is the phase that renovates and repopulates the historic market with a mix of sixty percent fresh food businesses and forty percent prepared food businesses. Food is considered to be the core business and the market wants to get this done correctly before moving into additional renewal phases. Councillor Abdullah stated that restoring the ambience of the old market with the old style fresh produce stands for which the market used to be known and combining it with the new style of prepared food for which the market is currently known, would favorably impact the community. Ms. Longworth stated that fresh food would be available for the public and that they are currently working with a group of farmers who have developed one of the first producer-owned grocery cooperatives in the state. These stands will be in addition to the stands that provide cheeses, baked goods, confections, bulk products, meats, and seafood.

Councillor Pfisterer stated that the changes in the handout look exciting and would be a nice addition to downtown Indianapolis. She asked if the building is structurally sound. Ms. Longworth and Mr. Molzan answered in the affirmative. Councillor Pfisterer stated that in the conceptual drawing it appears that the ceiling panels will be replaced. Ms. Longworth stated that the panels will be painted. Councillor Pfisterer asked if it would obscure the natural light. Ms. Longworth stated that it would enhance the natural light coming in. The lighting strategy uses up-lighting and reflective lighting to light the upper cavity of the market, but on dreary days it is apparent that the market currently does not have enough lighting. On the lower level, there will be a grid system with track type lighting to help on dreary days and to enhance merchandise. Councillor Pfisterer stated that there is a general focus on healthier lifestyles, and the addition of fresh food in this area will be very welcome downtown. Ms. Longworth stated that a demonstration kitchen has been added, with donated appliances from Clark's Appliances. It is planned as a place for food demonstrations, cooking classes, nutrition counseling, and other food related programs. Councillor Pfisterer asked if the classes would be in conjunction with Ivy Tech Culinary School. Ms. Longworth stated that the classes are not specifically in conjunction with any school, but they would like to include chefs from various backgrounds who use various techniques to help educate our community on healthy cooking. Councillor Pfisterer asked if Ivy Tech would be involved. Ms. Longworth stated that all options are being explored.

Councillor Sanders asked what the average length of a lease is for a vendor. Ms. Longworth stated that the range is three to five years with options that can be anywhere from two or three additional five year options to renew. There are leases as short as one day. The longest lease is through 2018. Councillor Sanders stated that on the list of current tenants, some vendors, such as Grecian Gardens, are not on the list, but are on the map. Ms. Longworth stated that that was an error. Councillor Sanders asked if all the current vendors would be moved to the wings and only be closed for one day. Ms. Longworth stated that the move is planned for close of business Friday, December 29, 2006 and finish over the weekend. Councillor Sanders wanted clarification that the market would be open January 2, 2007 and the vendors would not lose any business in the move. Ms. Longworth answered in the affirmative. Councillor Sanders asked if the electrical work would be brought up to code in the renovation. Mr. Molzan answered in the affirmative and added that there would be a new panel on the main floor and new electrical runs put in where needed. Councillor Sanders asked if there were contingency

funds in the budget. Ms. Longworth answered in the affirmative. Councillor Sanders asked if any of the current vendors were going to have the costs of the renovation passed on to them. Ms. Longworth stated that some of the vendors will carry the costs associated with their stand build outs; however that was part of the latest lease agreement. This has been in planning this for several years and some tenants who had signed leases prior to these plans will not be charged for stand build outs. Councillor Sanders asked if there would be an adjustment in the rates when leases come up for renewal. Ms. Longworth stated that changes of that type would be unlikely. She added that bids for the renovation would be coming in Thursday, December 14, 2006 and hopefully the estimates will match the bids.

Councillor Abdullah asked if there would be specialized food for various dietary needs. Ms. Longworth stated that they are looking to diversify prepared food. One possible vendor would like to offer vegetarian, organic, and vegan food. They are also looking to add food that is diverse in ethnicity. Councillor Abdullah asked if they have explored opportunities for more participation from minority owned vendors. Ms. Longworth stated that the market has historically been open to minority owned business. Any potential tenant is required to have a business plan and work with an existing organization, such as the small business center. Councillor Abdullah asked if minority owned building trades businesses are also being included in the renovation process. Mr. Molzan answered in the affirmative and stated that it is part of the Department of Parks process. Ms. Longworth added that ADA compliant restrooms and other upgrades are included in the renovation process.

Councillor Sanders stated that she would like to see the market be successful and asked if there will be a marketing component geared toward new, downtown, residential projects. Ms. Longworth stated that \$200,000 has been earmarked toward marketing the market. Councillor Sanders asked when the marketing campaign will start. Ms. Longworth stated that firms are currently being interviewed and the campaign will be launched midway through the renovation process. Councillor Sanders asked if the hours of operation will change. Ms. Longworth answered in the affirmative. She stated that research showed that in order for retail to be successful, everyone needs to maintain the same hours of operation. The market will be open weekdays until 6:00 p.m. and Saturdays from 8:00 a.m. to 4:00 p.m. If there is a demand, the market may stay open later on some weeknights. Councillor Sanders asked if the new hours of operation have been written into the vendors lease. Ms. Longworth answered in the affirmative.

Chair Nytes asked if there were other Board Members present. Ms. Longworth stated that Bill Gray, Susan Powers, and Amy Merrick were present. Chair Nytes asked how the Board is working with vendors, especially long time vendors, to help them cope with the changes. Ms. Longworth stated that they are working hard to mitigate the downside of these changes. For example, during the relocation process, rent has been reduced by half. To help overcome any loss of business during these changes, an 'extreme market makeover' project has been implemented. Flyers have been distributed to vendors to pass out to their existing customers, posters will be hung, the information is on the website, outdoor banners will be hung, and the local media has been covering the upcoming changes. There are monthly meetings with the tenants and sources of financial support have been identified for the tenants during the build out. Chair Nytes asked for clarification about financial support. Ms. Longworth stated that some tenants

will still need to pay for improvements to their stands. Through Bill Gray and the Riley Area Development Center, a loan pool and matching grants sources have been identified to help. It is estimated that the tenants will only need anywhere from a few hundred dollars to five thousand dollars to finish the improvements.

Councillor Sanders asked if there will be a way for people to access both wings of the building. Mr. Molzan stated that there will be a covered walkway outside of the building. Councillor Sanders wanted clarification that there would not be access to the wings through the main hall. Ms. Longworth stated that it would not be safe for people to pass through. Councillor Sanders asked if there would be maps to indicate where the vendors are located. Ms. Longworth stated that there will be maps, volunteer navigators, and the escalators will be operational.

Chair Nytes stated that the update is appreciated.

Super 70

Chair Nytes stated that the Super 70 Project is an upgrade of Interstate 70 from the north split in downtown to the east side.

John Dillon, City of Indianapolis Chief Deputy Mayor, distributed a map [Exhibit B] that highlights the Super 70 corridor. . [Clerk's Note: Exhibit B is on file in the Council Office with the original minutes of this meeting.] The project affects Post Road, College Avenue, 38th Street, Binford Boulevard, and Washington Street. There are approximately 130,000 residents in the corridor. The city is working with the Indiana Department of Transportation (INDOT) and as details of the project have started to roll out, the city is becoming concerned about what the effects will be on businesses and residents in the corridor. 21st Street, 10th Street, and 16th Street areas are very narrow and the capacity of these roads is already maxed out. The city is concerned that this project will cause complete gridlock and that businesses will suffer. The city is hopeful that some of the potential problems can be worked out. If the plan remains the same, the exit closures will affect Community Hospital and General Hotels. It will affect how these side streets operate. The city will continue to raise the red flag and continue to work on these issues.

Paul Whitmore, Hetrick Communications, Communications for INDOT, introduced Andy Dietrick, INDOT Communications Director and distributed a handout [Exhibit C] detailing the project presentation. [Clerk's Note: Exhibit C is on file in the Council Office with the original minutes of this meeting.] Mr. Whitmore stated that it would be a ten month project that begins in February.

Mr. Dietrick stated that there has been a good working relationship between the city and the state. The project is a safety issue for the 180,000 vehicles that use I-70 everyday. The road and bridge decks have deteriorated beyond the patch and repair stage. Because of the narrow inside shoulders, it only takes one vehicle to back up traffic for miles. There are some bridges that are too low for today's freight traffic. Super 70 is a \$175 million investment in the east side of Indianapolis. This investment will replace 75 lane miles of pavement, rehabilitate 28 bridge decks, widen the inside shoulders for stranded vehicles, build an overpass over Sherman Drive and the railroad, and add new signs, lighting, and pavement markings.

Phase I of the construction will run from late February to July, 2007. The westbound lanes will be rebuilt, while the eastbound lanes will remain open for five lanes of traffic. Phase II of the construction will run from July to late November, 2007. The eastbound lanes will be rebuilt, while the westbound lanes will be open for five lanes of traffic use. Both phases will use a moveable barrier system to optimize traffic flow during peak times. 56,000 vehicles, about one-third of the total traffic will be diverted from I-70 onto available side streets and I-465. Most trucking companies understand that using I-465 on the south side will add only three miles to their travel and will avoid any construction zones.

The necessary ramp closings will be at Keystone, Emerson, and Shadeland Avenues. All Keystone Avenue ramps will be closed February through July; however the inbound ramp exit will be open from July through November. All Emerson Avenue ramps will be closed through the month of July; however the inbound exit ramp will be open from July through November. The eastbound exit ramp to 465/Shadeland will never be closed, while the westbound entrance ramp from Shadeland will be closed for the duration of the project.

Thru traffic will be diverted to I-465 and destination traffic will be diverted to city streets. There is a good established network of city streets that can handle the traffic. These streets include: Washington, New York, Michigan, 38th, 30th, Massachusetts, Shadeland, Emerson, and Keystone/Rural. There has been a coordinated effort with INDOT and DPW to conduct studies on the amount of traffic the city streets can handle. INDOT has earmarked \$1 million for city street improvements, including resurfacing, traffic signal improvements, and operational improvements.

The incident management plan has been under discussion for several months. Guy Borroff, INDOT, has met with all the first responders that will be affected including, the Indianapolis Police Department, Sheriff's Department, Indianapolis Fire Department, and Warren Township Fire Department. The plan includes access points for emergency vehicles through out the construction zone and the ramps will be available for use by emergency vehicles. The safety of the people within the construction zone is a top priority and those issues are being addressed by a separate group. This group will be meeting with the Public Safety Committee on December 20, 2007.

The project website, <http://www.super70.in.gov>, has the same information included in the handout. If anyone wishes to sign up for email updates, they can sign up on the website also. There have been several presentations made to neighborhood and business associations and the media had been notified. Paid advertisements reminding people to think about their alternate routes may be another option. Specific tools have been prepared for affected businesses, including websites, maps, billing inserts, newsletters, and email.

One of the misconceptions about this project is that the state just decided to do this without looking at the impact on businesses. This has been a long process, starting back in June, 2005. There has been a lot of input. In July, 2005, letters were sent asking for people to attend citizen advisory committee meetings. There were meetings with INDOT, Department of Public Works (DPW), and Indianapolis Metropolitan Planning

Organization (MPO). Traffic modeling was also begun during this month. In August, 2005, there were meetings with DPW, INDOT, IndyGo, and other interested groups. Discussions about closures also began during this month. In September, 2005, talks began about what street improvements needed to be made to accommodate the extra traffic. In October, 2005, a formal presentation was made to DPW and the Mayor's staff. Additional meetings were held with the public. In December, 2005, meetings with public safety agencies were held. In January, 2006, meetings with large businesses along the corridor were held. In September, 2006, construction meetings were held and public outreach continued. In November, 2006, another meeting with the Mayor's staff was held prior to announcing the project. Once the announcement was made, meetings were held with businesses and neighborhood groups to help mitigate any impact the project may have on them.

Councillor Abdullallah asked how the community has responded and what kind of impact this will have on school bus routes and the safety of the children on those buses. Mr. Dietrick stated that at the last incident management meeting, the public safety officials brought up this discussion. The school districts are aware of the closings and the bus dispatchers will be in the discussion meetings. While the project is ongoing, traffic will be monitored and changes will be made as needed. Councillor Abdullallah stated that council members will receive a lot of calls regarding these issues and asked if contact information will be available to give to constituents who have problems. Mr. Dietrick stated that he would be a point person as well as Guy Borroff from the incident management group. Mr. Borroff will have access to a real-time network of the construction zone. Councillor Abdullallah asked if the construction will take place during the daylight hours. Mr. Dietrick stated that the construction will take place 24 hours a day.

Councillor Sanders stated that she serves on the regional transportation policy committee that is part of the MPO and it seems that this project is on a much more ambitious, fast track than other projects in the past. She added that in the presentation it was stated that this began in 2005 and asked what the motivation was for the speed of this project. Mr. Dietrick stated that it would minimize the inconvenience for people. Councillor Sanders stated that she understood minimizing inconvenience, but was referring to the speed at which the project would start in relation to when discussions were begun. Mr. Dietrick stated that some of this occurred before he began working with INDOT, but the critical need to get the road fixed was the overriding factor. The road is 35 years old and needed to be reviewed 8 – 10 years prior, but was not. Councillor Sanders asked if there would be a complete replacement of pavement and if it would be asphalt, concrete, or a combination of the two. Mr. Whitmore stated that the entire road would be 16 inch concrete. Councillor Sanders asked if the closed ramps would be modified or reconfigured. Mr. Dietrick stated that the ramps are not going to be reconfigured, but any necessary repair or clean up will be done during the project. Councillor Sanders stated that although it was probably discussed in one of the meetings, it would seem to be more logical to rotate ramp closures rather than inconveniently close them all at once. Mr. Dietrick stated that the traffic engineers thought that it would be safer to let traffic out of the construction zone, but not into the zone. This would also prevent back-ups on the I-70 mainline. In the current model, the back ups are projected to be a quarter of a mile long. Opening a ramp here and there would adversely impact the traffic backups. Councillor Sanders stated that it doesn't

seem logical. Mr. Dietrick stated that allowing a place for traffic to enter a three lane, bumper to bumper, 40 mile per hour work zone would be a traffic hazard in itself. Because there is no place for the oncoming cars to get into or out of a lane, the potential for accidents would rise dramatically. Councillor Sanders asked if there were any examples of the roadway resurfacing the state would be taking on as a result of this project. Mr. Dietrick stated that he did not bring the full list of these projects, but there are three that he can list from memory.

Councillor Nytes asked if the city would detail this list. Mr. Dietrick answered in the affirmative.

Councillor Sanders asked if the State would help the city pay for resurfacing those streets after the damage from the increased traffic. Mr. Dietrick stated that a plan to help replace and repair streets was in place and the state would be documenting the condition of the road surface before and after the project. Councillor Sanders asked if any IndyGo routes would be changed. Mr. Whitmore stated that there will not have to be any rerouting for IndyGo. The only rerouting that may occur would be during the 15 – 20 minute closures for the setting of new beams on Sherman Drive, but any closures will be communicated to IndyGo. Councillor Sanders stated that it is a shame that this project was not intertwined with rapid transit, so that this kind of resurfacing could include rapid transit. Chair Nytes concurred.

Chair Nytes stated that none of the roadway on IndyGo's routes would be shut down, but asked what kind of impact the additional traffic would have on the route schedules. Mr. Whitmore stated that route schedules were not a main focus of discussion in the meetings with IndyGo, but they are aware of the potential problems. IndyGo indicated that they would look at communicating carpooling and van pooling, as alternatives for people. Chair Nytes asked if the budget would include funding to add additional IndyGo runs or a park and ride type project. Mr. Whitmore stated that IndyGo and Central Indiana Commuter Services indicated that they had some funding available and would like to use it for this project, including van pooling and carpooling. Chair Nytes asked if any of the studies indicated how many people use this corridor to get to jobs downtown. Mr. Whitmore stated that the study wasn't broken down that way; it is only raw numbers. The traffic count is about 180,000 vehicles per day and INDOT is looking at ways to help one-third of the drivers to find alternate routes. The majority of the traffic is destination traffic. Chair Nytes stated that the majority of drivers are not people who can use I-465 and there is cause for concern that there isn't a better understanding of destination traffic. She added that although downtown is making great strides, it is still tenuous. Perhaps more analysis should have been done on the impact to downtown workers to decide if this would jeopardize businesses, employees, and visitors. Mr. Dietrick stated that part of the decision to leave the corridor open to two-way traffic and leave some ramps open would help indicate that downtown would be accessible.

Councillor Pfisterer stated that she is convinced that the project is long overdue and although it will be a painful period, it should be a wonderful product in the end. She asked if the police and fire departments were comfortable with the alternate routes and emergency access. Mr. Dietrick answered in the affirmative and stated that they are becoming more comfortable with every meeting. He stated that public safety is concerned with truck traffic and would have like to see it rerouted altogether, but that

would hamper local deliveries. A balance had to be found and public safety has been involved in the planning meetings. Councillor Pfisterer stated that there are a significant number of accidents on that stretch of road and asked if there would be an emergency access lane when the project is complete. Mr. Dietrick stated that the 14 foot shoulder would accommodate emergency vehicles. Councillor Pfisterer asked if there would be emergency access signage. Mr. Dietrick stated that he did not know; however, that is a very good idea. Councillor Pfisterer asked if this project would resemble the HyperFix project on I-65. Mr. Dietrick stated that this project is the same design and construction as HyperFix with similar incentives and disincentives. Councillor Pfisterer asked if there would be job creation in relation to this project. Mr. Dietrick stated that he did not know. Councillor Pfisterer wanted to clarify that the construction work would not be done by only state employees. Mr. Dietrick stated that very few state employees are actually employed for the construction of this roadway. Councillor Pfisterer asked if the paid ads would include information about carpooling. Mr. Dietrick answered in the affirmative. Councillor Pfisterer asked if the ads had been designed. Mr. Whitmore stated that the ads have not been developed yet, but they would be done by February 25, 2007. Councillor Pfisterer asked if there would be an attempt to promote using IndyGo as an alternative and if maps of alternate routes would be made available. Mr. Dietrick stated that several alternate routes are available, but people are very good at finding the routes that work for them based on their individual destinations. The first week of a project like this is usually the toughest and that is the reason the state is trying to encourage people to look for alternate routes sooner rather than later.

Councillor Cain stated that she uses this route to get downtown. Although it may be inconvenient for a while, the end result will be worth it. It is encouraging that this project will take less time than it took to build the bridge over Geist Reservoir.

Councillor Sanders asked if the plan included high occupancy lanes. Mr. Dietrick said not at this point. Councillor Sanders asked if they were considered. Mr. Dietrick stated that hot lanes are always included in discussions about mobility. Usually hot lanes are not discussed during construction projects, but when deciding how to best use existing infrastructure.

Chair Nytes stated that integration of mass transit in this design should have been considered. There is a significant investment in this project already and it seems as if the next investment will be lane widening. Lane widening is cause for concern, because nearby properties and businesses could be severely impacted by that plan. Mr. Dietrick stated that this project is set up to increase the width of lanes toward the inside, so there wouldn't be a need to impact the nearby properties. Chair Nytes stated that if the City is going to be more forward thinking, we need to stop thinking about the same old solutions to traffic problems, such as more lanes, bigger lanes, faster lanes, and wider lanes. Recently, there was an article in Governing Magazine about a city that renovated a highway and included a corridor for future mass transit, rather than only relying on more concrete lanes. The planning committee for the 2017 project should include discussions about mass transit.

Chair Nytes stated that there are still issues about the impact this will have downtown. Although traffic can still get on and off the highway downtown, the construction will compress all this traffic into fewer lanes, which will turn a lot of drivers away altogether.

She stated that despite the fact that doing an economic impact study is not required by law, she would urge INDOT to meet with Indianapolis Downtown Inc. or the MPO to get a sense of how many people will be affected and their destination. HyperFix was impressive, but this project is considerably larger and not a good comparison. Chair Nytes asked who were the members or the Citizen Advisory Committee and if the committee still meets. Mr. Whitmore stated that the environmental part of the 2017 project requires the Community Advisory Committee (CAC) to participate. CAC's involvement began with lighting and sound barriers, but they were brought in for the early part of this project. The committee has not met since late 2005. The types of people that were invited were neighborhood association presidents and elected officials along the corridor. Chair Nytes wanted clarification that the Super 70 project was on the 2014 project agenda. Mr. Whitmore answered in the affirmative and added that it only made sense to discuss Super 70, as it was the next project. Chair Nytes stated that adding Super 70 to another agenda may not constitute a CAC for the Super 70 project and perhaps a meeting should be held.

Chair Nytes asked what impact businesses like FedEx believe this project will have on them. Mr. Whitmore stated that it was a very short meeting in which FedEx said they understood logistics and will reroute their trucks. Chair Nytes asked where FedEx normally accesses I-70. Mr. Whitmore stated that they usually use Massachusetts Ave. to Emerson, but they also use Keystone/Rural. FedEx indicated that they will probably use Massachusetts Ave to I-465 during the project. Chair Nytes wanted clarification that FedEx is located between Sherman and Emerson, north of I-70, and south of Massachusetts Ave. Mr. Whitmore answered in the affirmative. Chair Nytes wanted clarification that Indianapolis Public Schools Food Service is also near that location. Mr. Whitmore answered in the affirmative and added that FedEx's logistics manager indicated that Massachusetts Ave to I-465 would be the best alternative. Chair Nytes asked if anyone had met with Community Hospital. Mr. Whitmore stated that they began communicating in March, 2006. Mr. Dietrick stated that many of the smaller businesses, such as Hoosier Gasket, are in need of more of the help we can provide. Chair Nytes stated that Hoosier Gasket just relocated into the Keystone Enterprise Park and asked if they would be able to meet their customer's demands. Mr. Dietrick stated that those businesses would be able to meet their needs, because of the meetings that were held. As a result of the meetings, special accommodations have been made, including readjusting the closure dates for Keystone Ave. Businesses have been coming up with their own solutions, for example Hoosier Gasket will be using off-site storage to mitigate the traffic.

Kumar Menon, Department of Public Works Director, stated that DPW began working with INDOT in 2005. The perception was that this project was already in place. The city became concerned about residents, businesses, schools, emergency vehicles, and IndyGo. The city developed a list of improvements that will be needed to accommodate the extra traffic. INDOT has been helpful by putting up \$1 million to assist with those improvements, but it is not enough to cover all the needs. There will be ongoing needs during and post construction, on which INDOT has committed to working with the city. Small things, such as a traffic signal failing during a storm, could cause huge problems in one of the corridors. The city is planning to put all of its traffic technicians on this project and \$4.5 million dollars has been used to address some of these issues. The Mayor's office is concerned and is planning a meeting with the Commissioner.

Carlton Ray, Department of Public Works, Deputy Director of the Engineering Division and Larry Jones, Department of Public Works, Transportation Administrator, distributed a handout [Exhibit D] detailing their presentation. [Clerk's Note: Exhibit D is on file in the Council Office with the original minutes of this meeting.]

Mr. Ray stated that over the years DPW and INDOT have worked together on a number of projects, but this particular project has caused concern. The ramp closings along the corridor and the 60,000 potential vehicles that will be diverted onto local streets are at the root of those concerns. Some of the improvements that have been suggested include:

- Resurfacing Shadeland Ave. from 42nd to 49th Streets
- Shadeland Ave., north of 49th St. was resurfaced
- Milling of one lane of 38th Street to Pendleton Pike
- Additional turn lanes at Pendleton Pike
- About 20 traffic signal improvements

Mr. Jones stated that the map distributed by Mr. Dillon [Exhibit B] details the corridor as well as the alternate routes. DPW had heard about this project during HyperFix and started planning in 2004. The city made several improvements to existing roads in anticipation of this project, including:

- 2004 – Massachusetts from 10th to Arlington Streets
- 2005 – Capital from Washington St. to Fall Creek Parkway
- 2005 – 10th from Sherman Dr. to Emerson Ave.
- 2005 – Michigan St. from Emerson Ave. to Ritter Ave.
- 2005 – New York St from Pine St. to Highland St.
- 2005 – New York St from Rural Ave. to Sherman Ave.
- 2005 – New York St from Emerson Ave. to Michigan St.
- 2006 – Fall Creek Parkway from Central Ave. to 38th St.
- 2006 – Washington St. from Emerson Ave. to Edmundson Ave.
- 2006 – 38th St. from Fall Creek Pkwy. to Arlington Ave.

Over the three year period, the city invested about \$4.2 million in improving city streets in preparation for the Super 70 project, but these improvements were already needed. DPW planned and accomplished these projects before 2007 so that they would be ready for the additional traffic.

Mr. Ray stated that the state has made about \$1 million dollars in local improvements. The city has requested that the state make additional improvements to accommodate the diverted traffic and post construction restoration. Although many of the issues have been worked out with INDOT, there are still concerns that are being discussed. Police helicopters will fly over to monitor the traffic during the initial stages of this project to mitigate any issues.

Councillor Pfisterer said that INDOT stated during their presentation that there would be repairs made post construction. Mr. Ray stated that several streets have been identified by the city for repaving post construction. The city has asked for commitments up front from INDOT, so that there won't be such a delay that the repairs never get completed. Councillor Pfisterer stated that INDOT is on record here stating that they will repair those streets. She asked if a resolution is expected during the requested meeting between the Mayor's office and Commissioner Brown.

Mr. Ray answered in the affirmative. Councillor Pfisterer stated that she is getting a sense of negativity from the city about the project. Mr. Ray stated that the city became concerned when the ramp closures were decided at the very beginning of the process. The city is concerned about how to divert the traffic from three ramp closings all on the east side. In comparison to the inconvenience and concerns during HyperFix, this project is much bigger and for a much longer period of time. Although, the city has had a good relationship with INDOT, the closures and increased vehicle traffic are a cause of concern. Councillor Pfisterer stated that INDOT went on record stating that the state would repair the streets to at least the same condition they were in before the project was started. Mr. Ray stated that roads other than those in the immediate corridor will also be affected and DPW is asking for additional money to repair those also. Councillor Pfisterer stated that it is a large project, but it is a necessary project. Mr. Ray agreed that the project is necessary, and they are trying to work through agreements. Councillor Pfisterer stated that there is no agreement about implementation and that not all the ramps will be closed for the duration of the project. Mr. Ray stated that some ramps will reopen after the first phase, but others will be closed for the entire nine month project.

Chair Nytes stated that she apologizes if the meeting has a negative feel. She said that she asked for the meeting, because several businesses in her district were affected very negatively during HyperFix. Several businesses on streets that became the alternate routes, lost parking spaces and therefore lost customers. She stated that when she heard about Super 70, she became concerned that the same would happen to businesses along the corridor. The intent of this meeting was not to be negative, but to make sure everyone understands what is happening. During HyperFix there was a discussion that there would be no street parking, but that has not been mentioned in this discussion. She asked if there would be an impact on parking on streets such as Michigan or New York. Mr. Jones stated that the parking plan would be very similar to HyperFix. Chair Nytes stated that she had not heard about the parking and wanted to be sure that the business owners were aware of this before they were impacted. She stated that business owners also need to be made aware if no left turn signs or other changes would be implemented before it impacted their businesses. Although nine months doesn't seem very long, it is long enough to sink a small business owner. Awareness and communication is the goal of this meeting, not negativity.

Councillor Pfisterer stated that the businesses along 38th Street would be a wealth of information about the impact of major construction. Chair Nytes stated that the businesses along 38th Street had more information than the businesses along this corridor. She added that a parking plan needs to be communicated now.

Councillor Abdullah stated that this project is in the middle of his district, it affects 30th Street running north, Tibbs on the west side, and Washington Street on the south side. He said that the gridlock will impact downtown businesses, commuters, and pedestrians. He said 24 hour construction will cause problems for sports and other activities and the public needs to be aware of the alternative routes. The Chamber of Commerce and Indianapolis Downtown Inc. needs to be involved in these discussions.

Councillor Sanders asked if Commissioner Browning or anyone from INDOT would be in favor of phasing the ramp closings. Mr. Ray stated that Commissioner Browning is relatively new to INDOT, but he has publicly stated that there may be additional open time for ramps. Mr. Ray said that he did not know the results of that request.

Chair Nytes asked for public testimony.

Jim Dora, Jr., General Hotels Corporation stated that he operates the Holiday Inn at 21st Street and Shadeland Avenue. He said that he understands the need for progress and has been through many construction projects in the past. Closing all the ramps without alternates is a concern for service industries that rely on out of town travelers coming in on the highway. If these travelers cannot get off the highway on the east side, they will go somewhere else and may not return. The east side has struggled over the last several years and is still suffering. Attention is being paid to downtown and to traffic that is heading out of town, but none is being paid to the businesses and residents of the east side of town, who will suffer the most from this project. He said that he employs about 100 people, most of who are from the eastside, but a large drop in revenue could mean that people will lose their jobs. A project of this size could put people who work in other businesses out of work temporarily or permanently, and this project needs to take these things into account.

Chair Sanders asked Mr. Dora if he could meet with Mr. Dietrick to explore options such as signage or other efforts by the state to help him and other businesses meet their needs. Mr. Dora stated that he would be open to working out solutions, to help out of town travelers find their way to us, in spite of not knowing how to get around town. Chair Nytes thanked Mr. Dora for speaking and said that the state needs to do more to assist those who need to get through this nine-month project.

Chair Nytes stated that there will be another opportunity to discuss this project at the Public Safety and Criminal Justice Committee meeting on December 20, 2006.

Councillor Sanders asked if closing the Shadeland Avenue ramp would also close off access to I-465. Mr. Jones stated that he believes people will be able to get on I-465 from Shadeland, but not onto I-70.

Chair Nytes stated that this is explained in more detail in the packet INDOT distributed and added that this is the type of information that needs to be communicated widely. Mr. Dietrick stated that this information is available on the website. Chair Nytes stated that the web is good, but not everyone has access to it.

Chair Nytes stated that it is important that parking and traffic management changes, such as left turn only areas, are communicated to the public and businesses immediately. Mr. Menon stated that INDOT has been a good partner and good at communicating when meetings will be held. DPW also has a public relations staff that attends these meetings. He said that he would like to thank INDOT for their cooperation. He added that a public education program needs to be developed, because parking meters will be capped, and that will be a loss of \$70,000 of revenue to the City, as well as an impact on small businesses.

Chair Nytes stated that small business owners should be aware that representatives from the City, DPW, and INDOT would meet with them and discuss options.

Mr. Dietrick stated that INDOT projects often include repairs for local roads, but he does not know what the details of those repairs include.

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Chair Nytes wanted to draw attention the Councillors attention to the Municipal Action Guides [Exhibit E] from the National League of Cities that were included in their meeting packets. She stated that these were ideas that the committee could discuss in another meeting.

[Clerk's Note: Exhibit E is on file in the Council Office with the original minutes of this meeting.]

There being no further business, and upon motion duly made, the meeting was adjourned at 7:13 p.m.

Respectfully Submitted,

Jackie Nytes, Chair

JN/cc